

Lincolnshire church tower may be seriously affected by vibration, and requests them not to fly near it. Should not this also apply to Croydon's main building? Whenever certain aircraft fly over it those who sit in managerial chairs (brooding over high rentals) are awakened from their day-dream by lumps of plaster which descend from the ceiling on to their furrowed brows.

Considerable interest was aroused by the appearance,

performance, and interior comfort of a Czechoslovakian registered Lockheed Electra, rumoured, quite incorrectly, to be the property of Lord Beaverbrook, who, nevertheless, has one on order, I believe. This one belongs to the Bata Shoe Company. The Electra was flying on Saturday afternoon at the same time as the D.C.3 and the other two K.L.M. Douglas machines—and then came *Scylla*, majestically riding the skies!

A. VIATOR.

AMERICA'S LATEST TRANSPORT

K.L.M.'s First Douglas D.C.3 at Croydon : Quieter and Quicker than its Smaller Predecessor

A TYPE already in active use on American Airlines' night transcontinental service, the first D.C.3 to be seen at Croydon was brought over by K.L.M. last Saturday and is actually the first of a fleet of ten ordered by this progressive concern. At least five will be used on the Batavia service and this machine, the *Ibis*, has been put on the London-Amsterdam-Berlin run.

In day-travel form the D.C.3 has seating accommodation for twenty-one passengers and the machines for K.L.M. use are slightly modified as far as the operational section is concerned. Behind the first pilot's chair is a third seat for the use of a radio operator and/or navigator, with a chart table and compass, while the radio equipment is on the starboard side, behind the second pilot's seat. Otherwise the machine is almost standard, though there is a Telefunken ultra-short-wave receiver and its visual indicator.

The major differences between this machine and its predecessors will be gathered from a perusal of the accompanying table, the latest "G" type of Wright Cyclone engine delivering a maximum of 1,100 h.p. as compared with 750 h.p. given by the Cyclones in the D.C.2. Structurally, the machines are almost identical and in appearance on the ground may only be distinguished by fin and fuselage differences. The undercarriage of the latest machine is, however, operated hydraulically by means of engine driven pumps and not by hand.

It is curious to think that only two years ago the Douglas was frankly disbelieved and discredited by many of our self-appointed experts. Probably the Short Empire boat has done more than anything to show our own people what can be done to-day—provided that the order is sufficiently large. Douglas should by now have sold some seventy machines or more.

To some extent, now, the D.C.3 is itself discrediting even the D.C.2. It is undoubtedly quieter, though faster, and the passengers are made more comfortable with the help of the most ingenious seats which were described by "A. Viator" in last week's issue. These seats are arranged in a triple row of seven, with one gangway. Therein lies our only criticism. The

THE DOUGLAS D.C.3. Two Wright Cyclones of 1,100 h.p. each.			
		D.C.3.	D.C.2.
Maximum speed (7,000 ft.)	...	213 m.p.h.	190 m.p.h.
Cruising speed (10,000 ft.)	...	180 m.p.h.	175 m.p.h.
Ceiling on one engine	...	7,500 ft.	5,700 ft.
Rate of climb	...	950 ft./min.	950 ft./min.
Ceiling	...	23,900 ft.	20,000 ft.
Range	...	2,000 miles	1,100 miles
Weight empty	...	15,260 lb.	12,300 lb.
Useful load	...	8,740 lb.	6,044 lb.

inner of the two passengers sitting together on one side of this gangway can see a little out of both sides—but precious little out of either. At its best the low-wing monoplane does not give the passengers too good a view and there may eventually be a reverse swing of the pendulum of design towards the high-wing type.

However, this criticism brings us to the most significant feature of modern air travel. The passenger does not *want* to look out—he is, in fact, usually asleep. Once the Cyclones have been throttled back, and the airscrew pitch changed, travel in the D.C.3 is the most restful affair that can possibly be imagined; the reflections from the wide spread of metal-covered wing and from the discs of the slow-running airscrews would send even the most wide-awake European dictator into a pleasant slumber. Furthermore, in modern air-travel, above the clouds or the mist-smoke of industrial areas, at 10,000ft. or so, there is nothing to be seen—nothing, that is, except the indescribable beauty of the upper world itself. The rubbish-dump (or lunatic asylum) into which we have made our earth is no longer of any possible consequence.

The *Ibis* actually came over on regular service, carrying the managing director of the company, Mr. A. Plesman, who very generously devoted his afternoon to the job of assisting the London staff in dealing with the mass of interested people. Mr. Plesman, incidentally, considers the London "station" to be very nearly the most important in Europe.

British Airways' Electras

IT transpires that the order placed by British Airways is for four Lockheed Electras, to be delivered in February and to be used on the Scandinavian mail service. This foreign purchase is, of course a purely temporary measure.

Meanwhile, with the loss of one of the two remaining F.12s and the temporary grounding, for night work, of the 86As, British Airways will have a difficult job to keep this service in regular operation. Incidentally, on Sunday and Monday this week, this company was the only one, we were told, still operating regular services to and from Paris. Gatwick was better off than Croydon in the matter of weather.

Gatwick To-day

IN comparison with the airport which was seen by the multitude at the official opening the Gatwick of to-day is a very tidy affair. The short-range Marconi D/F equipment has been in full working order for three weeks and, as already reported, the airport has its own controlled zone bordering on that of Croydon. The Lorenz blind-approach equipment is almost ready, only the outer marker beacon being missing for the moment. This approach is actually made from east to west, over the railway line, and there will eventually be a run of about 1,400 yards in that direction.

Remembering the clay subsoil Gatwick has stood up remarkably well to the recent heavy rains, none of the actual landing area showing any signs of weakness, though some water, of course, remained on the undrained portion between the runways.

The Blackpool Accident

AFTER taking off in fog conditions at Blackpool last Friday a Northern and Scottish Airways' machine touched a hangar, crashed and caught fire. Mr. C. O'Connell, the pilot, and Mrs. E. A. Miller, the only passenger, lost their lives, and four other machines were destroyed. It is probable that the machine swung a little during the take-off and that the hangar proved to be an unexpected obstacle.

The Irish Base

LITERALLY and metaphorically Col. Lindbergh dropped out of the sky into Dublin during last week. He was accompanied by representatives of the two companies interested in the operation of the Transatlantic service from the base at Kilconry, County Clare—Mr. Juan T. Trippe, President of P.A.A., Mr. J. C. Cooper, of the same company, and Mr. G. E. Woods Humphery, managing director of Imperials. Col. Lindbergh, of course, is technical adviser to P.A.A., and he consulted with the chief technical adviser of the Army Air Corps, Commandant G. J. Carroll, who represents the body which acts as technical adviser to the Department of Industry and Commerce.

The whole party went on to Kilconry and Rynanna, Col. Lindbergh flying his own Miles Mohawk, to inspect the airport site and the work which had been started thereon. This is Mr. Trippe's second visit to Ireland this year.

A minimum of two flights in each direction per week will be undertaken during the initial stages, and the United Kingdom will provide both the chairman and managing director of the Empire Company's board.